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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

**INFORMATION REPORT**

REPORT NO. [REDACTED]

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 9 April 1952

SUBJECT Production Plans for Motor Vehicles

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(LISTED BELOW)

PLACE ACQUIRED [REDACTED]

SUPPLEMENT TO REPORT NO.

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1. The attached document is the translation of the draft of a memorandum drawn up for Willi Stoph, director of the Buero fuer Wirtschaftsfragen (BfW), on instructions from Raeschler, chief of Hauptabteilung II of the BfW. After being signed by Raeschler, typed copies of the memorandum were passed to Stoph and to Lang, fnu, chief of the vehicle construction section in the DDR Ministry for Machine Construction.
2. [REDACTED] two conferences which took place [REDACTED] between unidentified representatives of the SCC Karlshorst, Lang and Raeschler. The main subject under discussion was policy with regard to production of track vehicles type KS.120 in the DDR, but questions relating to other vehicles (i.e. G 5 three-axled truck, the H 3 A 3 ton truck, and the H 1 and P 1 passenger cars) were also examined.
3. Paragraphs 1 and 2 in the memorandum confirm that the KS. 120 full-tracked vehicle is not yet in production in the DDR.
4. In spite of the implications of the memorandum, the decision to produce the KS. 120 track vehicle is by no means irrevocable. General Chuikov, SCC, has consistently (and recently) expressed his preference for the type KS. 120 full-track vehicle because it is suitable for the use in the Soviet Union and could therefore be produced for export to the Soviet Union. General Inspekteur Karl Heinz Hoffman of the HVA, on the other hand strongly advocates production of a half-track vehicle, designed for countries such as Germany with good roads. Whereas the speed of the full-track vehicle is about 28 k.p.h. the half-track vehicle would be capable of travelling at about 50 k.p.h.
5. Ref paragraph 1 of the memorandum. Materials required to cover production of about 50 vehicles are reported as immediately available by the industries concerned.
6. Ref paragraph 5 of the memorandum. The BMW motor type 67 was tested at the Volkspolizei Bereitschaft (VPB) Gloewen [REDACTED] Tests were directed by Chef Inspekteur Gubin, Soviet Advisor to the VPB, and the results

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reported direct to Chuikov. Reports showed that the 67-type motor engine was entirely unsuitable for the requirements of the HVA, and it was finally rejected by Chuikov. Instead he has given orders that the V8 engine is to be produced for the H.L. [REDACTED] This will entail a heavy burden for the Horsch works. Tests on the BMW motor engine type-340 are still being carried out in the P.L. Lovcin,, Director of the HV Autövelo, has received orders to have the P.L. also developed as an amphibious vehicle to supply engineer units of the HVA.

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The following amounts are planned for research on vehicles in the DDR [REDACTED]

P.L	DM	380,000	(East)
H.L	DM	250,000	(East)
Track vehicles	DM	1,000,000	(East)

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